

## SUMMARY AUTO PILOT TESTING RESULTS

24 Apr	30 Apr	Low altitude calibration flights are being performed. Other work will cause this program to be suspended until approximately 20 May 59
1 May	7 May	Other work has caused this program to be suspended until approx 20 May
8 May	14 May	Report missing 25X1A5a2
15 May	21 May	Due to unavailability of [REDACTED] engineers when airplane was available for test, these tests have been suspended. The present airplane (360) must go to Burbank for J-75 engine 1 June 59. Test provisions will be transferred to 343 ASAP.
22 May	28 May	Tests on this item will be resumed during next period.
29 May	4 June	Failure of the new trim servo control prevented any testing this period. The control is in limited use on other installations and is 25X1A5a2 supposedly far superior to our present control. The failure occurred in the power supply which is peculiar to our installation. [REDACTED] is working on the problem. Test airplane 360 has been returned to Burbank for other work. Airplane 343 has been prepared to continue the test program. Flying will be resumed early next period.
5 June	11 June	Two flights during this period have shown good results. Different amplifier settings than those currently in use gave more stable auto-pilot in pitch and roll. The new trim servo control has much better trim control so further improves the pitch stability. The trim servo has been transferred to 342 for further investigation.
12 June	18 June	Report missing
19 June	25 June	Report missing

26 June	1 July	Report missing
2 July	9 July	Report missing
10 July	16 July	Report missing
17 July	23 July	Autopilot requirements for the U-2C made it advisable to expend the testing effort in that direction. The new roll cable tie-in was installed on 351. It appears to be an improvement, but at present does not warrant making the installation in 358. The test trim panel was installed in 342 and confirmed a need for pilot control of certain functions. It is planned to install five trim knobs in the cockpit for pilot adjustment as gross weight and altitude conditions change. The installation made a decided improvement in 357 with Project pilots evaluating it. The <span style="background-color: black; color: black;">[REDACTED]</span> Trim Servo Control will also be installed prior to deployment. In general, autopilot has been improved greatly. The cockpit trim knobs should eliminate write-ups as a result of changing conditions or pilot preference. Application of the U-2C improvements to the U-2 are being studied.
24 July	30 July	Report missing
31 July	6 Aug	Other work has prevented any further work on this program.
7 Aug	13 Aug	Other work has prevented any further work on this program.
14 Aug	20 Aug	Other work has prevented any further work on this program.
21 Aug	27 Aug	Other work has prevented any further work on this program.
28 Aug	3 Sept	Report missing
4 Sept	10 Sept	Although no formal work has been accomplished recently on this program, information

25X1A5a2

		in early October when the J-75 indoctrination program is concluded. At this time the balance of the A/P program will be firmed up.
11 Sept	17 Sept	Nothing further will be reported until the meeting mentioned last week takes place.
18 Sept	24 Sept	Nothing further will be reported until the meeting mentioned previously takes place.
25 Sept	1 Oct	Nothing further will be reported until the meeting mentioned previously takes place.
2 Oct	8 Oct	All parties concerned should be available for a meeting the week of 12 October 1959.
9 Oct	15 Oct	A meeting of all parties concerned will be held Monday 19 October 1959.
21 Oct		autopilot tech rep required PCS to detachments for optimum operational results.

25X1A5a2

25X1A6b